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FIG 1

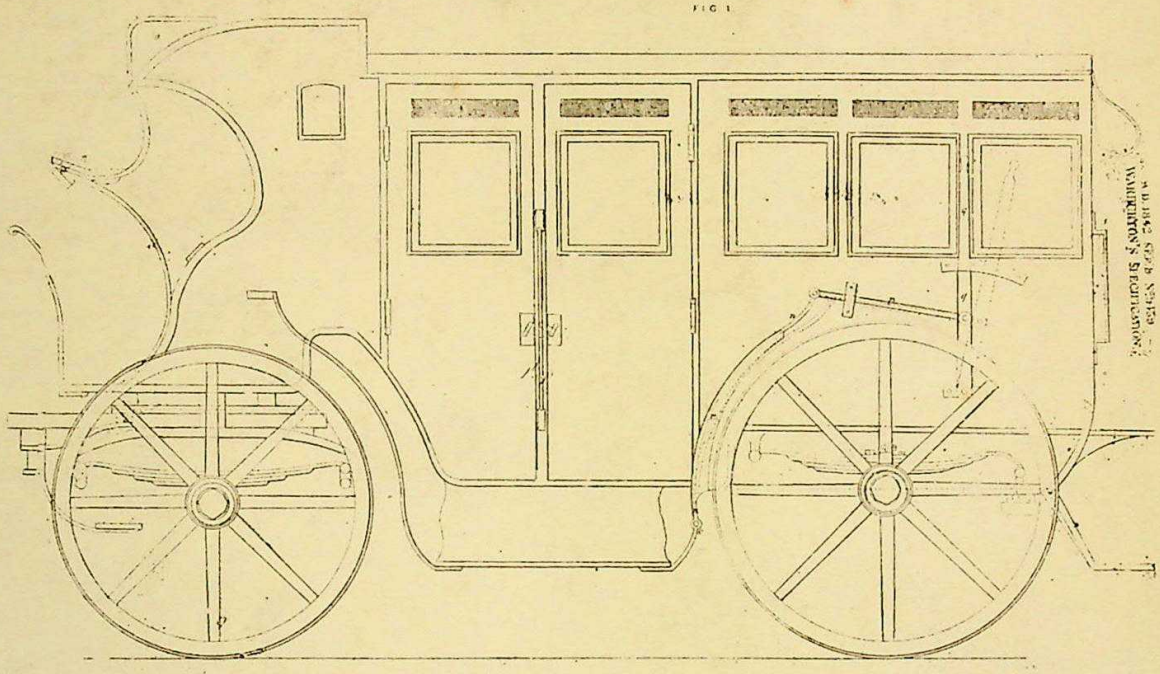

FIG 2

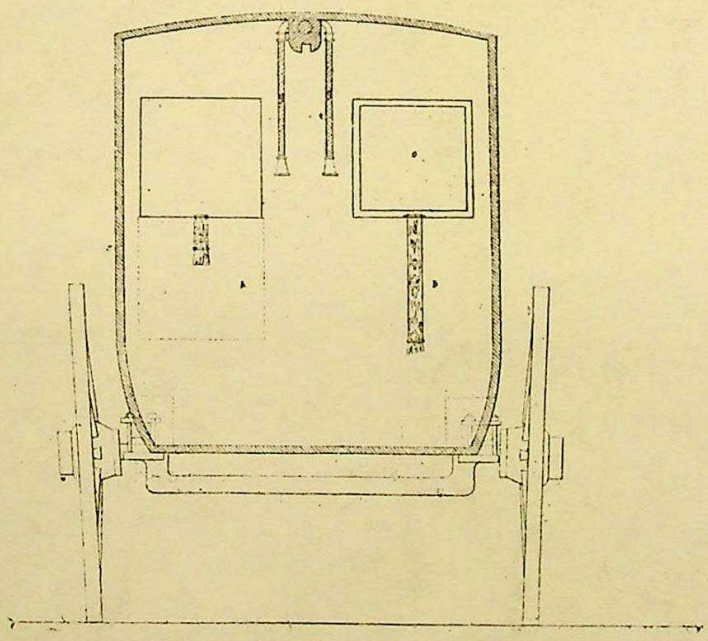

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FIG. 1

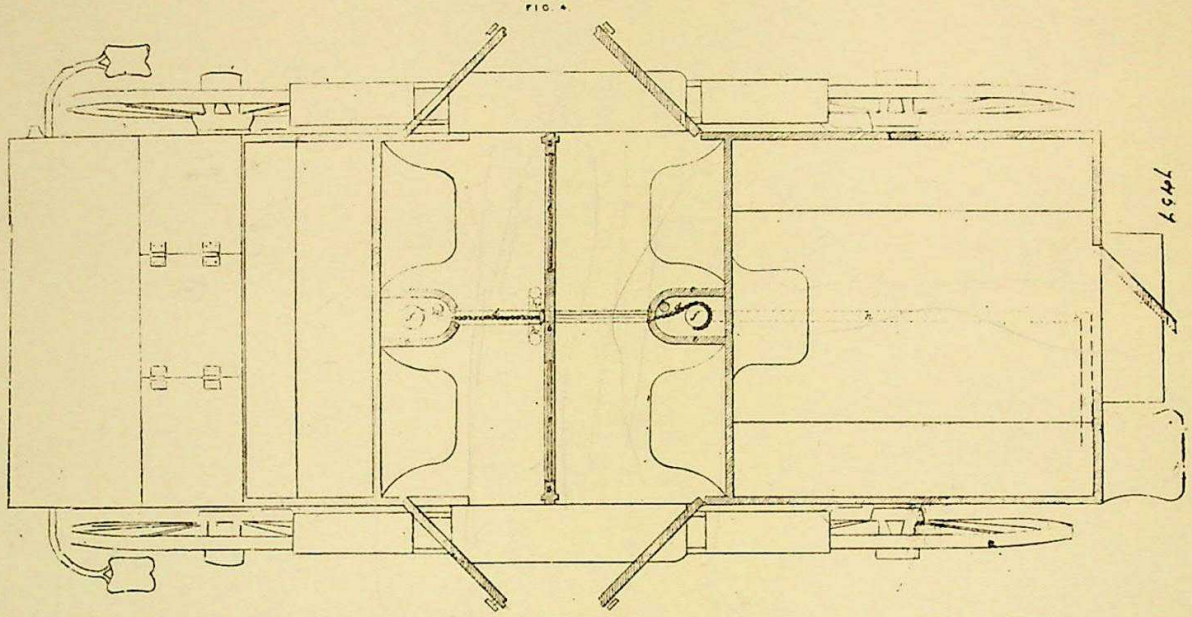
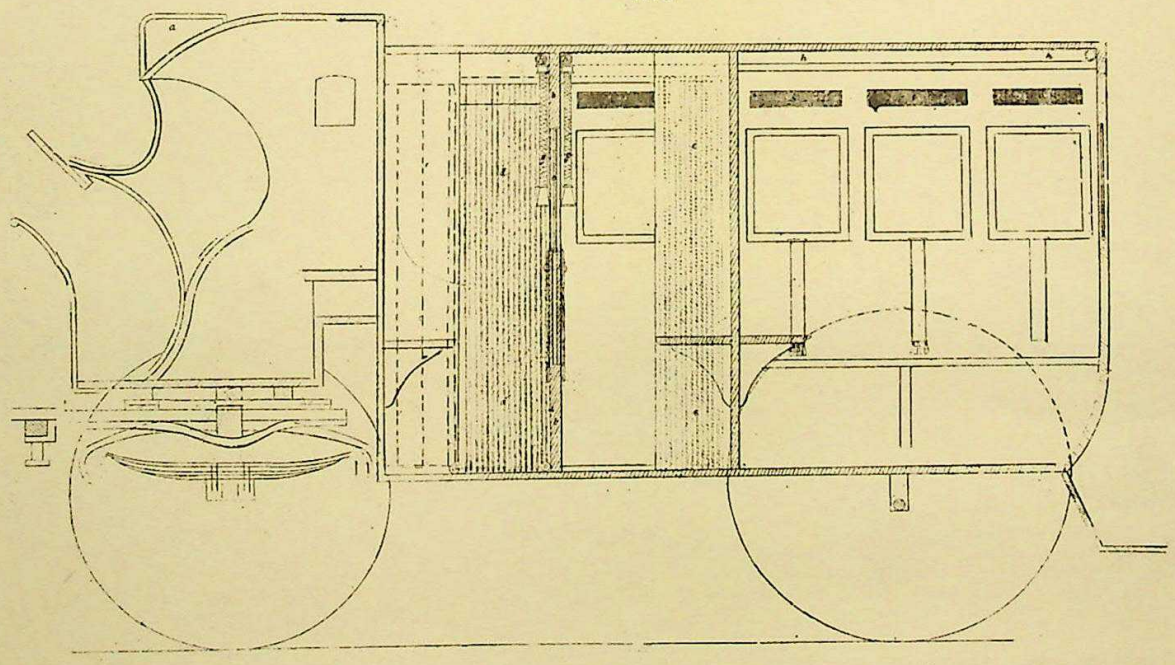


FIG. 2



A.D. 1842 . . . . . N° 9459.

Omnibuses, and Breaks for Carriages.

WARBURTON'S SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, WILLIAM WARBURTON, of Oxford Street, in the County of Middlesex, Gentleman, send greeting.

WHEREAS Her present most Excellent Majesty Queen Victoria, by Her Royal Letters Patent under the Great Seal of Great Britain, bearing date at Westminster, the Eighth day of September, in the sixth year of Her reign, did, for Herself, Her heirs and successors, give and grant unto me, the said William Warburton, Her especial license, full power, sole privilege and authority that I, the said William Warburton, my executors, administrators, and assigns, and such others as I, the said William Warburton, my executors, administrators, or assigns, should at any time agree with, and no others, from time to time and at all times during the term of years therein mentioned, should and lawfully might make, use, exercise, and vend, within England, Wales, and the Town of Berwick-upon-Tweed, my Invention of "IMPROVEMENTS IN THE CONSTRUCTION OF CARRIAGES, AND APPARATUS FOR RETARDING THE PROGRESS OF THE SAME;" in which said Letters Patent is contained a proviso, obliging me, the said William Warburton, by an instrument in writing under my hand and seal, particularly to describe and ascertain the nature of my said Invention, and in what manner the same is to be performed, and to cause the same to be inrolled in Her Majesty's High Court of Chancery within six calendar months next and immediately after the date of the said in part recited Letters Patent, as in and by the same, reference being thereunto had, will more fully and at large appear.

NOW KNOW YE, that in compliance with the said proviso, I, the said William Warburton, do hereby declare that the nature of my said Invention,

and the manner in which the same is to be performed, are particularly described and ascertained in and by the following description thereof, reference being had to the Drawings hereunto annexed, and to the letters and figures marked thereon (that is to say) :—

My improvements in the construction of carriages, and apparatus for retarding the progress of the same, consist, firstly, in novel and peculiar constructions and arrangements of the parts of omnibuses for the conveyance of passengers on ordinary roads, which are particularly designed to shut off and render private certain parts or compartments of the carriage when required; and, secondly, an apparatus which is to be attached to omnibuses or other carriages for the purpose of enabling the conductor to retard the progress of the same when descending hills or under other circumstances. These improved omnibuses have three distinct compartments for different classes of passengers, viz^{t}, a saloon at the hinder part to contain the greater number, a central or private compartment capable of being divided by fixed or moveable partitions, (if required, into distinct boxes,) and a front compartment called the cabriolet or coupée.

In the accompanying Drawings, Fig. 1 represents the side elevation of an omnibus divided into three compartments, as above stated; Fig. 2 is a vertical section of the same taken longitudinally, shewing the internal construction and the mode of dividing the carriage into distinct compartments; Fig. 3 is a vertical section taken transversely through the central compartment of the carriage; and Fig. 4 a horizontal section or plan view of the carriage, by which the partitions will be seen, and also the proposed arrangement and form of the seats, of which there are intended to be accommodation for sixteen inside passengers. The hinder compartment differs but little from the interior of an ordinary omnibus, having one door at the back and four seats on each side and one at the front end. The middle compartment, to hold four persons, I propose to divide into two parts by a fixed transverse partition reaching from the floor to the roof, and these may be again divided, if required, by sliding longitudinal partitions, each reaching from the floor to the roof, to be locked or fastened by the conductor, when desired, thereby forming four distinct private boxes, each capable of holding one person, and having a distinct door to each from the outside. The front compartment, which is partially open, is formed like the body of a cabriolet, and with inclined flap doors, if required; the driver sitting upon a seat above contiguous with the roof. The mode of constructing this vehicle with suitable framings, linings, and ornaments will be understood by every competent carriage builder, and may be varied according to taste; I would, however, observe that the fore wheels I prefer making nearly as large

in diameter as the hind wheels, in order to facilitate the draft, and these will be allowed to lock under the carriage by the peculiar form of the framing of its fore part, which is strengthened by bent iron bars or "edge-plates" in the way commonly practised in building double-bodied carriages.

A, B, C, Figures 2 and 4, indicate the three distinct compartments into which the carriage is divided: A being the cabriolet part or coupée, B the private boxes, and C the saloon or hinder part. The coachman's seat *a* is situated above the cabriolet part. The private compartment B is divided laterally, as above mentioned, by the fixed transverse partition *b*, *b*, which is furnished with moveable shutters *c*, as seen in Fig. 3. This compartment is again divided laterally by moveable sliding partitions or shutters *d*, (see Figures 2 and 4,) which partitions, if required, may be pushed back into the cases *e*, *e*, thereby allowing two friends to converse with each other. These partitions or shutters may be made either rigid or flexible, but I prefer to make them flexible, as shewn in the Drawing, whereby they may with facility be pushed back into the case, in which operation they are assisted by the spring barrels *f*, *f*, as shewn. The shutter cases *e*, *e*, and spring barrels *f*, *f*, may, however, be dispensed with, if thought desirable, and the flexible shutters pushed back into a recess behind one of the passengers. *g*, *g*, are flexible pipes connected to a main tube *h*, for the purpose of communicating with the conductor. The position of these tubes is shewn by dots in Fig. 4. The compartments B and C are ventilated by the narrow longitudinal openings *i*, *i*, *i*, *i*, which are covered with wire gauze, perforated zinc, or other metal, or horse-hair or other similar open-worked cloth. By this means, I am enabled to effect a perfect ventilation, without at the same time creating a draught, as the current of air in entering the carriage is divided into a great number of thin streams.

Figures 5 and 6 represent longitudinal and horizontal sections of another construction or arrangement, in which there is no private compartment; the cabriolet part or coupée is, however, retained as in the former, and the saloon or hinder part will hold a greater number of passengers, and each seat is distinct and divided from the adjoining one by dwarf wicker, or cane work partitions *j*, *j*, *j*, *j*. The doors to the saloon are placed in front just behind the fore wheels, and the conductor stands on a platform *k* at the back of the carriage. A check string or communication tube runs along the roof of the carriage to the conductor, who can speak with any of the passengers by means of a small opening *l*.

The second head of my Invention, viz^{t}, apparatus for retarding the progress of carriages in descending hills, is shewn at Fig. 1; it consists of a block of wood *m*, which is placed at the back of and attached to one of the splash

boards or wings *n*. The iron framing of this splash board is jointed at *o*, and its upper end is connected by a joint to the horizontal rod *p*, the opposite end of which is connected to the upright hand lever *q*. This lever turns on a centre at *r*, and when moved back by the conductor into the position shewn by the dotted lines in Fig. 1, the wooden or other block *n* will be made to bear against the periphery of the wheel, and thereby retard the progress of the carriage.

Having now described my Invention, and the manner in which the same is to be carried into effect, I wish it to be understood that I do not mean or intend to claim any of the various parts separately, and which may have been heretofore known and used; but what I claim as the Invention secured to me by the herein-before in part recited Letters Patent is,—

First, the peculiar arrangement or combination of parts, as shewn in the Drawings.

Secondly, the application of a cabriolet and coupée front, and also the employment of private boxes to carriages commonly called or known by the name of omnibuses, and which boxes may be quite private or made to communicate, as described.

Thirdly, the method above described of shutting off or rendering private at pleasure the various compartments of the part B in Figures 1, 2, 3, and 4, by means of fixed, and moveable, rigid, folding, or flexible shutters or partitions.

Fourthly, the retarding apparatus, as shewn and described.

In witness whereof, I, the said William Warburton, have hereunto set my hand and seal, this Eighth day of March, in the year of our Lord One thousand eight hundred and forty-three.

WILLIAM (L.S.) WARBURTON.

AND BE IT REMEMBERED, that on the same Eighth day of March, in year above mentioned, the aforesaid William Warburton came before our Lady the Queen in Her Chancery, and acknowledged the Specification aforesaid, and all and every thing therein contained, in form above written. And also the Specification aforesaid was stamped according to the tenor of the Statute in that case made and provided.

G. Wilson.

Inrolled the same Eighth day of March, in the year above written.

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Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1856.